

(ESTABLISHED 1881.)

**\$36 PER ANNUM,
SINGLE COPY, 10 CENTS**

Shipping—Steamers

HONGKONG, CANTON. MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 31st January.		THURSDAY, 3rd February.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAN	8.00 A.M. HONAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 1st February.		FRIDAY, 4th February.	
8.00 A.M. HONAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 2nd February.		SATURDAY, 5th February.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAN	8.00 A.M. HONAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
SUNDAY, 6th February.			

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 7 A.M. and at 2 P.M. from the
Company's Wharf, Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.
On **SUNDAY**, the 6TH FEBRUARY, 1910.
The Company's Steamship

"SUI-AN,"
will depart from the COMPANY'S WING LOK WHARF at 9 A.M.
Departure from Macao at 5 P.M.
GREAT REDUCTION IN FARES:
1st Class Return \$2, Single \$1, 2nd Class Return \$1, Single 60 cts. 3rd Class Single only 50 cts.
(N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 a.m. and
from Hongkong at 5 P.M. from the Company's Wing Lok Street Wharf. This steamer connects
with the returning steamer from Macao.)
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
 Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
 Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 3.30 P.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by Companies' direct steamers, the "Linton" and "Saini." These vessels have Superior Cabin and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Singing Band plays during Tiffin and Dinner.

A. F. DAVIES,
MANAGER.

Hongkong, 5th February, 1969.

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire management. Large and comfortable rooms. Excellent Cuisine. In the heart of the city. **THE HOTEL**

New Management. Large and comfortable rooms, excellent cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, **N. BLUMENTHAL,**
 Proprietor. Manager.
 Telephone "Aston"

REMINGTON

TYPEWRITER

WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

Monday, 16 August 1992

Intimation.

Public Companies

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 31, George Street, Hong Kong, on SATURDAY, 5th February, 1910, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 31st January, until SATURDAY, the 5th February, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd January, 1910. (135)

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 7th February, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Company will be CLOSED on THURSDAY, the 1st February, to MONDAY, the 7th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Co., Ltd.

Agents for the Kowloon Land and Building Co., Ltd.

Hongkong, 28th January, 1910. (139)

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of February, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES of the Corporation will be CLOSED on MONDAY, the 7th February, to SATURDAY, the 19th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 29th January, 1910. (140)

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. R. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,

P. A. LAPICQUE & Co., Agents.

MESSAGERIES MARITIMES,

P. THOMAS, Agent.

Hongkong, 29th December, 1909. (186)

Auction.

PUBLIC AUCTION.

The undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 3rd February, 1910, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

SILK TAPESTRY COVERED DRAWING ROOMS SUITE, TEAKWOOD

OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD

SIDEBOARDS and DINING WAGGONS with BEVELLED GLASS, WARDROBES

with BEVELLED GLASS, MARBLE TOP DRESSING TABLE and WASHSTAND

with BEVELLED GLASS, HATSTAND, SINGLE BRASS BEDSTEADS with WIRE

and RATTAN MATTRESSES, CARPETS, GLASS CROCKERY and E.P. WARE,

CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING

STOVE and UTENSILS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th January, 1910. (143)

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. (14)

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th June, 1904. (14)

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

HALF-YEARLY REPORT.

The report of the board of directors is as follows:—

The directors beg to submit to the shareholders the report and statement of accounts for the half year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges, there remains, including \$21,700.00 brought forward from last account, the sum of \$150,766.39 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of one dollar and twenty-five cents per share, or \$0.00,000, be paid to shareholders, \$15,000.00 be written off book value of steamers, \$5,000.00 written off book value of wharves and properties, and \$10,000.00 be transferred to depreciation and insurance fund, leaving a balance of \$20,766.39 to be carried forward to new account.

A new paddle shaft has been constructed for the steamer *Honam*. The usual Government survey and overhaul of the steamers *Kinshai*, *Sui An* and *Sui Tai* have been effected during the half-year and the fleet is in good running order.

Mr. Helms resigned his seat, in consequence of his departure from the Colony, and Mr. Lieb was nominated by the directors to fill the vacant seat, subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A.O.D. Gourd and W. Hutton Potts, offer themselves for re-election.

R. Shewan, Chairman.

Hongkong, 21st January, 1910.

LIABILITIES.

Amount of capital, 80,000 shares

of \$15 each fully paid up.....\$1,200,000.00

Amount at credit of depreciation

and insurance fund.....617,500.00

Amount at credit of equalization

of dividend fund.....250,000.00

Amount at credit of investment

fluctuation account.....130,545.64

Amount at credit of special repairs

fund.....19,106.23

Unclaimed dividends.....5,555.00

Sundry creditors.....38,410.33

Bills payable.....80,386.11

Amount at credit of Profit and

Loss a/c.....150,766.39

\$2,466,720.70

Assets

Value of steamers, *Honam*, *Hong-*shai, *Sui An*, *Sui Tai*, and *Hoi-*sang, plus of *Kinshai* and *Jid-*of *Sinam*, *Naming*, *Lian*and *Sand*.....\$1,043,000.00Value of lighters *Sunlei* and*Wai*.....7,636.60

Value of wharves, bulks and moor-

ings.....137,533.42

Value of properties at Canton,

Kowloon and Wuchow.....123,546.77

Value of spare gear and stores.....20,381.01

Value of furniture.....1,000.00

Value of shares in public com-

panies.....700,187.50

Loans on mortgage.....292,000.00

Hongkong and Shanghai Bank-

ing Corporation, current account.....59,802.31

Interest accrued.....645.60

Sundry debtors.....14,765.65

Bills receivable.....56,637.59

Marine and fire insurance premia

paid on account of 1910.....9,134.25

\$2,466,720.70

PROFIT AND LOSS ACCOUNT.

Dr.

To amount paid for repairs to

steamers.....\$23,185.47

To directors' and auditors' fees.....4,750.00

To balance to be appropriated, viz:—

To dividend of \$1.25 per share on

80,000 shares.....\$100,000.00

To be written off book

value of steamers.....15,000.00

To be written off book

value of properties

and wharves.....5,000.00

To be carried to depre-

ciation and insurance

fund.....10,000.00

To be carried forward

to new account.....20,766.39

\$150,766.39

Cr.

By amount brought forward from

last account.....\$21,700.01

By net earnings of steamers.....120,909.41

By interest on investments.....35,554.94

By transfer fees.....67.50

\$177,701.86

\$177,701.86

DEPRECIATION AND INSURANCE FUND.

Dr.

To balance.....\$617,500.00

\$617,500.00

Cr.

By amount at credit.....\$607,500.00

By amount brought forward from

profit and loss account for half-

year ending 30th June, 1909.....10,000.00

\$617,500.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

To balance.....\$250,000.00

\$250,000.00

Cr.

By amount at credit.....\$250,000.00

\$250,000.00

By amount brought forward from

profit and loss account for half-

year ending 30th June, 1909.....10,000.00

\$250,000.00

SPECIAL REPAIRS FUND.

Dr.

To sundry disbursements.....\$3,539.60

Total balance.....19,106.23

\$22,645.83

Cr.

By amount at credit.....\$12,645.83

By amount brought forward from

profit and loss account for half-

year ending 30th June, 1909.....10,000.00

\$22,645.83

Intimations.

Benger's Food

is quite distinct from

any other. It possesses

the remarkable property

of rendering milk, with

which it is mixed

when used, quite

easy of digestion by

children, invalids and

convalescents.

Benger's Food is sold in

tins by Chemists, etc.,

everywhere.

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Produces for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. (47)

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes

10.30 a.m. to 1.00 p.m. Every 15 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

2.00 p.m. to 2.30 p.m. Every 15 minutes

2.45 p.m. to 3.15 p.m. Every 15 minutes

3.30 p.m. to 4.00 p.m. Every 15 minutes

4.15 p.m. to 4.45 p.m. Every 15 minutes

4.50 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 5.15 p.m. Every 15 minutes

NIGHT CARS.

8.45 p.m. to 9.15 p.m., 9.45 p.m. to 10.15 p.m.,

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 1.00 p.m. Every 15 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

2.00 p.m. to 2.30 p.m. Every 15 minutes

2.45 p.m. to 3.15 p.m. Every 15 minutes

3.30 p.m. to 4.00 p.m. Every 15 minutes

4.15 p.m. to 4.45 p.m. Every 15 minutes

4.50 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 5.15 p.m. Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m., and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909. (152)

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card

Albums.

Postage Stamps Catalogues for 1910.

Stock Books, Duplicate, Pocket, Books,

Transparent Envelopes.

Twisters, Magnifying Glasses, Perforation

Gauges.

Novels, Books for parlour and household

use, Toy Books for Children.

Prayer Books, Religious Pictures, Pendants,

Medals, Statuettes, Flower Seeds.

Rings, Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

Inspection invited.

Hongkong, 12th January, 1910. (153)

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th January 1910, 100 lbs. per 3 Mes.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chuan

" Ballock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" " Corned—Ham Ngau Li..... 60

" Head—Ngau Tau

" Heart—Ngau Sum.....per lb

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok</

Entertainment.



S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 15th July, 1910.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Lane, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 31, 1910.

CANADA'S TRADE WITH CHINA.

Amid the noise and turmoil which continually beset the trade of the Western States of America with China and Japan the bystander's attention is apt to be withdrawn from the steady efforts which Canada is making to establish herself on a sound business footing in the Orient. The neglect is due in part to the fact that every good American is what our neighbours in Manila would perhaps term a "natural-born booster," whereas the Canadian still retains that strain of dogged, silent perseverance which he inherited from the mother-country. There is, so to speak, greater stage-craft in the American's method of advertising his objects, and a glint of the picturesque and dramatic is invariably imported into his commercial operations. Consequently the inclination to observe how the Pacific States are seeking to enhance their interest in China is much more pronounced than it is in the case of Canada, which is content to forge ahead without unnecessary bluster or clanking of cymbals. We take it very much as a matter of course that the Canadian Pacific Railway is hard at work developing new fields of enterprise, inaugurating new steamship services and providing additional

facilities for those engaged in working up the trade on the Pacific and we seldom pause to consider what other companies are doing in the same direction. There was a time when everybody was talking about the All-Red Route as if it were something uncommon, but as a matter of fact the All-Red Route has been a reality for years past, and it was only the patriotic character of the title which brought the subject into prominence. Now that one of the most blatant of London journals has decided to take Canada under its wing, to guide her destinies and to encourage her ambitious we shall probably hear a great deal more about Canada in the future than we have been accustomed to in the past, but even the better recognition of Canadian enterprise will not hide the fact that the Dominion has already made her influence felt in the trans-Pacific trade, and occupies a firm and impregnable position in the Orient. Vast changes, however, are predicted for the coming year. According to the *Daily Colonist* of Victoria (B.C.) there will be a greater development in the shipping industry of British Columbia during the coming season than at any time since the *Golden Hind* came round the Horn and the *braver* years after ploughed her way, first of the steamers to invade the North Pacific. Sixteen new steamers are to come for service in British Columbia waters, and four, probably more, new liners are to enter the trans-Pacific trade in addition to those steamers of the Osaka Shosen Kaisha which are being completed to augment that Company's line and the steamers brought from the European line of the Nippon Yusen Kaisha to replace the present fleet. The *Weir* line is to add new liners, the *Oreatic* and *Lucerne*, which are being completed at the Russell yards on the Clyde, the *Blue Pannel* line will add new steamers, the first of which, the *Protestant*, leaves Liverpool in January, and the keel has been laid for another vessel of 13,000 tons of the *Blue Pannel* type, to be followed by two sister vessels. The C. P. R. is making plans for great improvements in the trans-Pacific service. It was some time ago that the steamers *Empress of Ireland* and *Empress of Britain* would be transferred to this ocean from the Atlantic, and recently when reports came from Glasgow of the absorption of the bulk of the stock of the Allan lines by the C. P. R., it was reported that the turbines *Virginia* and *Victoria* would be sent to the Pacific for the C. P. R. It is considered, though, that this Company will not alter its trans-Pacific service until 1911. The Nippon Yusen Kaisha, which formerly maintained a fleet of six steamers in the trade from Hongkong to Canada, has transferred four of its European liners, older vessels of the same type as trans-Pacific liners hitherto used, to serve this line, and the opposition Japanese line, the Osaka Shosen Kaisha, will have six steamers in service, freighters of 6,000 tons. The Canadian Northern railroad has made arrangements to begin an Atlantic service with the steamers *Cairo* and *Heliopolis*, which are being converted at the Fairfield yards, on the Clyde, to make them suitable, as far as they can be made suitable, for the trade, and as soon as the metals are laid to the Pacific coast a trans-Pacific service will be arranged. The G. T. P. Company has not yet arranged for a trans-Pacific service and will not build steamers until the railroad is completed. Then it will have a fleet of ocean liners second to none, according to statements of its officials. All this is good news for Hongkong which is certain to benefit by the additional steamship services from Canada to China and the satisfaction is all the keener because it is known and recognised that there is ample room for all in the China trade.

LOCAL AND GENERAL.

OUR Canton letter is held over for want of space.

The *King Alfred* returned to port yesterday morning from Bangkok, with the Admiral on board.

We have received a fine set of photographs from Mr. Alfred Baldwin's balloon ascent and parachute descent on Saturday last.

Mrs. W. B. A. Moore, wife of Dr. Moore, assistant superintendent, Government Civil Hospital, left for England on Saturday by the *s.s. Pembroke*.

OWING to exigency of space our reports of Saturday's sporting events including the "Go-as-you-please" race held yesterday are held over until to-morrow.

News was received here on Saturday, says the *Shanghai Times*, that the missing American transport *Adams*, which was mentioned in our last issue as being drift outside of Fochow, had been picked up by a Chinese fishing smack and safely towed into Fochow so that all anxiety regarding her may now be abandoned.

A floating dock of large size is approaching completion at Haiphong. It is the work of private enterprise and is intended to accommodate vessels up to 1,500 French tons. The cost comes to about one million of francs. When once the dock is ready, there is no need, says the *Advertiser du Tonkin*, for vessels to go from Haiphong to be docked. At present large sums are spent at Hongkong in repairing Tonkin Government vessels.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual general meeting of the members of the Hongkong General Chamber of Commerce was held this afternoon, in the City Hall for the following purposes: (1) To receive the report and account of the committee for the year ended 31st December, 1909. (2) To elect a new committee; and (3) To transact any general business. The Hon. Mr. E. A. Lewitt (Chairman of the General Committee) presided. There were also present—Mr. J. R. M. Smith, Hon. Mr. W. J. Gresson, Messrs. A. Babington, John W. Bando, J. W. C. Bonnar, D. R. Law, E. Shellim, H. E. Siebs, H. E. Tomkins (Committee), E. A. M. Williams (Secretary), D. W. Craddock, Wong Leung-him, A. G. Gordon, Capt. J. Douglas, F. D. Barretto, G. Balloch, A. S. D. Cousland, W. C. Jack, C. G. Gok, O. W. Heuser, J. Owen Hughes, Hon. Mr. Murray Stewart, F. G. Wilford, A. Adel, F. J. Balton, W. G. Humphreys, and F. K. Brownrigg.

The minutes of the last meeting were read and confirmed.

The Secretary read the notice of the meeting.

The Chairman said:—Gentlemen, the report and accounts of the Chamber of Commerce for the past year have been in your hands for some days and I will therefore with your permission take them as read. As will be apparent from the report the Chamber has had, as usual, to consider a number of important questions during the past twelve months, but as most of these are old questions which have already been so fully dealt with on previous occasions there is not much to add to what has already been recorded in the reports of this Chamber. I will as customary briefly touch upon the more important points in our report, taking them for the sake of convenience in the order in which they appear. The question of Indian immigration has, as you will have seen, been considered by the Committee and I believe the members will all endorse the reply to Government as here recorded. I will, however, take this opportunity of stating that the question has a far wider range. I may mention that I have not infrequently been approached on the subject of finding positions for people who believe that there are possibilities of obtaining employment in the Far East. To these I have invariably given the same reply. A fully qualified professional man, if prepared to live on his own resources for a time, may eventually secure a good footing in the East, but on general principles I believe it will be agreed that there is little chance of any one with an ordinary business training finding it worth while to come to this part of the world "seeking" as the expression is. There are of course as we well know a few instances which might be pointed to, but these are the exceptions which prove no rule can be absolutely infallible. Under ordinary circumstances it is better for a man not to come "seeking," rather that he should put himself in touch with the employers at home, and thus if he so desires work his way out to the East and so make his career. If this were better understood in Europe, I believe a good deal of disappointment and failure would be averted. The next point in our report is the revision of the Customs tariff of Japan. The whole question is so complex and may be of so far-reaching a character that the committee felt that as a committee they could not fully deal with the matter and therefore decided the best method of doing so was to once circulate the correspondence for the information of members, thus giving them an opportunity of putting their views before the committee should they desire any special action taken in the matter. This was accordingly done, but up to the present the committee have not been approached by any merchants engaged in this branch of our trade and we can only suppose therefore no exception can be taken to the new tariff. During the year under review the committee has felt called upon to protest against the undue imposition of quarantine against Hongkong under the circumstances as then prevailed. While the protest made had no immediate effect, we can only trust that it has directed the attention of the authorities in surrounding territories to the very great hindrance to trade which must result from all forms of quarantine and to, we hope, induce them to exercise greater caution in making unnecessary restrictions in this direction. As you are already aware the question of wireless telegraphy has been prominently brought to our notice during the past few months. This is not a matter which requires any special emphasising. The advisability, I may say the absolute necessity, for a properly equipped station in the Colony must be apparent to us all. Such a station should, I consider, have a range of, at least, 1,500 miles. This would enable us to communicate direct with Singapore, Kobe, Calcutta, The Philippines and other points in the East which are in direct trade connection with Hongkong. While it is not the province of the Chamber of Commerce to push the interests or any individual business concern, it appears that we should no longer be dependent upon H.M. service for our wireless station, but that one should be erected independently of the Navy and in order to make this thoroughly efficient and self-supporting it should be conducted as a commercial undertaking and not as a Government concern. Of course the usual conditions would have to be imposed to preserve sovereign rights and control in time of war. As regards shipping this must of course always be a matter of the greatest moment to this Colony. During the year several questions in relation with our shipping trade have arisen, viz.—the proposed continuous certificate of discharge for Chinese seamen, proposed light on Kaping Island, blowing of steam whistles in harbour, regulations governing the quarantine station at Lai-chikok, and typhoon signal station at Tsai Tsai Mei. The Government has in each case considered the view put forward by the committee on these points and while some are still under consideration, in most cases has adopted the

view as expressed by the Chamber and their practical advisors. With regard to the proposal to issue Hongkong Government notes the committee have no objection to urge, it is reasonable that such an issue should be made, but we cannot but consider the Government has considerably underestimated the expense and work which would be incurred were such an issue made. A very old friend of ours has again appeared before us, viz. the Limited Partnership Bill. The draft as now submitted appears to the committee objectionable, but it is still a point to be argued as to whether the bill will prove workable and have the desired effect. We understand the committee of the Law Society now have the matter under consideration and an expression of their views is awaited with interest. Two important Ordinances have engaged the careful attention of the committee, viz. the Patents Amendment Bill and the Trade Marks Bill, and the committee are much indebted to certain gentlemen who have so ably assisted them in considering these measures. The Government have in the main adopted recommendations put forward by the committee and we trust that in actual practice the bills will give the desired protection to those in whose interests they have been framed. On a previous occasion, I have had to refer to the casual, I may say the unthinking manner in which, at very short notice, Bank holidays have been thrust upon us. I regret that during the year under review we have had again to complain of this. It seems incredible that certain Government officials do not appear to realise the great dislocation to trade and general inconvenience which may result from suddenly declaring a certain day as a Bank holiday in this Colony when the day is a full working day with our immediate neighbours in China, Japan, the Philippines, Tongkin and elsewhere. The question has now been formally brought to the notice of the Secretary of State for the Colonies and we trust we will have no further cause for complaint on this score. We have had the question of interference on behalf of the China Authorities in our opium trade so prominently before us that I cannot add much to what has already been stated over and over again at our annual meeting. As you are all aware the Canton Authorities in what we believe to be not only gross violation of our treaty rights but also in direct defiance of instructions from the Central Government, have again attempted to check this branch of our trade. Not we, believe with any sincere desire to carry out the greater control of the trade as set forth in what may be called the opium policy of the Government, but in order to create a local Government monopoly to enrich the officials and their friends at the expense of bona fide and old established traders. The published correspondence on this subject as set forth in our report is yet one more instance of the trickiness and bad faith of a certain class of Chinese officials against which we and our predecessors have so often been called upon to protest to the utmost. It is very gratifying to be able to specially refer to the manner in which the question has been taken up by the late Acting Consul-General and present Consul-General at Canton and by H. M. Minister in Peking. I feel sure that while you will have read with much interest the published correspondence on currency, you will excuse me from saying anything on the subject as this, as matters now stand, could only be a repetition of what has been so often affirmed at our annual meetings. I am afraid, gentlemen, this will have proved a somewhat colourless report, but it is not easy to find new things to say of so many old and almost threadbare questions, which, however, still call for such careful watching and unless kept well to the fore may result in serious loss to our Colony and its trade. The last item with which I propose to deal is that of the accounts. These I am glad to say show a decidedly healthier condition due entirely to the fostering care of our secretary who has given the matter his most serious attention and has reduced expenditure to the lowest possible limit. At our last meeting I stated that it might be necessary to make an increase in our annual subscriptions. I am glad to say this is not proposed at the moment, but we may next year have to give the matter further consideration. Before I sit down, gentlemen, there is one other thing to which I wish to refer. Last year I had to express on behalf of my colleagues and I may say the whole members of the Chamber of Commerce our regret at the departure of Mr. Siebs from the Colony. It is with very deep regret therefore, I am sure that all of us during the last few days received the news of his death. For many years, as we know, Mr. Siebs had been in poor health but we trusted that a return to his native land would restore him and that for many years he might continue with his family to enjoy life, which unfortunately has been so suddenly cut short. As we all know he was one of the oldest members of the Chamber of Commerce and a very old resident in the Colony. He had earned the highest possible esteem as a capable business man and an honourable gentleman and I venture on behalf of the Chamber of Commerce, and I may go further, and say the whole of the Colony, to express our most respectful and sympathetic regret at the news which has reached us and how much we sympathise with all those who are left to mourn his loss. With these remarks I beg to move the adoption of the report and accounts. (Applause.)

Mr. D. W. Craddock, in seconding, said:—I beg to second the motion now before the meeting. In doing so I am confident that I am only voicing the desire of the general body of members in thanking the chairman and committees for the untiring labours they have expended on the work of the Chamber and for placing before us such a satisfactory report and balance sheet. The chairman, in his able speech, to which we have all listened with great interest, has dealt with all questions so clearly and exhaustively that there is little left for me to say. It is very satisfactory to know that the question of the establishment of a commercial wireless telegraph station at this port has been receiving the close attention of

the committee, and it is to be hoped that the time is not far distant when their efforts will bear fruit. Hongkong claims to be, and rightly so, one of the most important seaports of the world, and in these days of progress a port cannot be looked upon as properly equipped if the means for dealing with wireless messages are absent. The incoming committee will doubtless carry on the good work started by their predecessors, and bring it to a tangible and satisfactory conclusion. With these few words I have much pleasure in seconding the adoption of the report and accounts.

The motion was then put to the meeting and unanimously carried.

Mr. G. Balloch proposed that the Hon. Mr. E. A. Lewitt, Mr. J. R. M. Smith, Hon. Mr. W. J. Gresson, Messrs. A. Babington, John W. Bando, J. W. C. Bonnar, D. R. Law, E. Shellim, H. E. Siebs and H. E. Tomkins be elected members of the committee for the ensuing year.

Mr. J. Owen Hughes seconded.

Carried.

On the motion of the Chairman seconded by Mr. J. R. M. Smith the election of the following firms to membership was confirmed:—Messrs. The Hongkong Electric Co., Ltd., Messrs. The Hongkong & China Steamship Co., Ltd., Messrs. The China & Manilla Steamship Co., Ltd., Messrs. The Vacuum Oil Co., Messrs. Cruz Banto & Co., Messrs. Heuser, Eberius & Co., and Messrs. The Marine Insurance Association of Hongkong.

The Chairman thanked the members for having elected himself and his colleagues on the new committee, and also for their attendance at the meeting.

The proceedings then terminated.

BOXING.

NOTES ON THE LEWIS-BELLEVUE FIGHT.

Followers of form had looked forward to a great contest, nor were their most confident anticipations unfulfilled. Lewis's recent victories in the local ring had found him many supporters and rightly so, whilst on the other hand numerous old admirers of Bellevue were still enamoured by the remembrance of his contests as far back as 1902 and 1903, when he fought 20-round draws with such doughty champions as Jack Ryan and "Spot" Drummond of the *Thais*. More recently there was his fine appearance against "Baby" Smith in Hongkong.

When the men entered the ring on Saturday night both looked to be in the pink of condition. Lewis had the advantage of height and weight; as regards the latter particular, it was rather a pity that the result of the weighing-in was not officially declared.

It may be safely said that never before in his previous fights in Hongkong had Lewis to call up his reserve powers so much as against Bellevue. The former's perfect training stood him in good stead, but at the same time his true abilities as a boxer had not previously been seen here in such full display.

Before Bellevue had had time in the first round to judge Lewis's reach, he got several nasty jabs right in the face, drawing blood from the nose, and the bleeding continued up to the knock-out.

Contrary to general expectations, the going was very hard from the very outset and it was apparent that only a battle royal could outlast 21 rounds at such a pace.

Bellevue's characteristic defence with his right glove touching the jaw was an effective shield against Lewis's straight lefts in the opening bouts; whilst Bellevue got a return on to his opponent's kidney, with right swings which to any one less well trained than Lewis would almost certainly have proved fatal in an early stage of the contest. Lewis took a lot of punishment without a flinch.

Between the sixth and the ninth rounds Lewis was going very strong and twice drove Bellevue to the ropes. In the succeeding rounds, however, Lewis changed his tactics, acting no doubt on the advice of his "corner." In the eleventh round he feinted at Bellevue's face with the left and getting into close quarters, sent in a succession of short right uppercuts, fairly staggering Bellevue, who only saved himself from disaster by clinching just before the going went.

In the last round Bellevue was obviously not himself and it was not unexpected when he was knocked out of time when about a minute of the round had elapsed.

Both men fought a clean fight. Clinches were frequent, but only once had the Referee to administer a warning—to Bellevue this was with reference to an irregularity. The Referee was warmly praised for his conduct of the fight, although there were among Bellevue's supporters a certain amount of complaint heard to the effect that he twice separated the contestants before they had actually clinched, to Bellevue's disadvantage, of course.

FORTHCOMING MARRIAGE.

HARTLEY-HOLMES.

The announcement has been made that Mr. J. W. Hartley, medical officer on the British section of the Kowloon-Canton railway, will be joined in wedlock to Miss Holmes, sister of Mr. H. K. Holmes, solicitor, Hongkong, and daughter of a well-known former resident of this Colony. The marriage ceremony takes place at St. Andrew's Church, Kowloon, on 19th February. It is understood that Dr. G. D. R. Black will be the best man. Mr. Hartley, the bridegroom, joined the Government service in Hongkong in 1906, when he was appointed to the position which he now holds. For some time he acted as assistant superintendent of the Government Civil Hospital, while Dr. Bell was on furlough. The bride, Miss Holmes, who is on her way to Hongkong from England, where she has been visiting her friends, was a probationer at the Government Civil Hospital. Both parties have a large circle of friends and it may be expected that the wedding will attract a numerous gathering.

THE MOOSA CASE.

CONTINUED AT THE CRIMINAL SESSIONS.

Before Mr. Justice Gompertz, Puisse J., at the Criminal Sessions this morning, Moosa Ebrahim was again indicted on several charges under the Bankruptcy Ordinance. Hon. Mr. F. A. Hazeldan, Attorney-General, assisted by Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, Crown Solicitor, appeared for the Crown. Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Giet, was for the defendant.

The jury were as follows:—Mr. J. Barton (foreman), F. Maitland, A. Denison, A. Forbes, A. O'D. Gourdin, D. Haskell and D. Clark.

Mr. Potter said that he understood that Mr. Slade appeared with the Attorney-General on behalf of the Crown. He wanted to know the Attorney-General's position as to his right of reply. He wanted to know what position he was occupying. The object of his application was obvious, as there was the question of evidence.

His Lordship—Supposing the Attorney-General was assisted by Counsel? Would you want to know whether he was going to use his right of reply?

Mr. Potter—I would have nothing more to say.

Continuing, Mr. Potter said that if the Attorney-General was going to reply, he would shape his case in accordance with it. In some cases, the question of the right of reply was more important than the putting in of evidence. He might have or he might not have the right of reply but if he did not have the right of reply, it would alter the whole tactics of the case.

His Lordship—I don't know whether the Attorney-General has made up his mind to reply.

Mr. Potter—I don't say that your Lordship can compel the Attorney-General to reply but it is necessary that he should in the interests of justice.

The Attorney-General—I don't know whether I am going to exercise my right of reply. I don't think I am bound at this moment to make a statement on the point.

S. M. E. Allana was at this point recalled into the witness stand.

Mr. Potter—On the 24th of August you were dismissed by Marican?—Yes.

On the 19th of August, you received a registered letter from Marican?—No, I must explain first.

Mr. Potter—I don't want you to explain.

His Lordship (To witness)—Answer the question first. You can explain afterwards.

You knew if you were to be charged with embezzlement, Moosa would be the principal witness against you?

At this point, witness asked the question to be interpreted to him by the Court interpreter, as he could not quite understand it.

Mr. Potter objected and proceeded to put the question to the witness.

Mr. Slade—Please, please, let the witness have a chance.

Mr. Potter—He understood more complicated questions than that. (To witness) Did you know that Moosa would be the principal witness against you if you were charged with embezzlement?—I did not do embezzlement. I will prove to his Lordship.

Moosa was in fact one of the witnesses against you?—If I am charged with embezzlement, the books will prove it. I cannot confess.

Mr. Potter—You have already confessed enough. This won't hurt you.

Did you enter into a Gujarati agreement with Bachio?—I must explain.

Answer the question.—I must explain.

Mr. Slade—Witness did not say anything of the kind. The question was put volubly to the witness "Did you enter into a Gujarati agreement with Bachio?" and witness replied "I did not. Moosa told me to."

In November, 1908, the firm of S. E. Allana and Company was insolvent?—I went bankrupt. No, you hadn't gone bankrupt. Because my creditors pressed me.

Didn't you sell your business?—No, I fraudulently transferred it (laughter).

Now he is getting an honest man.

Mr. Slade—He has been honest all through, judging from his evidence.

Aren't you walking in fear and trembling that you will be arrested for offences under the Bankruptcy Ordinance?—What?

Aren't you rather afraid you will be arrested?—I did the fraud and I must suffer. Before I leave the Colony, I must clear my breast and show the public that I and Moosa did the fraud.

Witness—I must explain one thing. Before the Chief Justice, they won a point.

Mr. Potter—I don't think that witness is a Law Report. We can easily get that from the Law Reports.

You lost \$150 and kept some of it yourself?—I did not.

You said at the Police Court that you drew a cheque for \$300 on the German Bank?—I did not.

You know Moosa's uncle promised a subscription of Rs 25,000?—I know that he signed a bond for Rs 25,000.

Roughly, it was \$16,000?—I don't know what the exchange was. I know he signed it for Rs 25,000.

Do you remember that in February, 1908, Moosa's uncle was getting rather anxious about the Rs 25,000?—No, he wanted to sign for \$5,000.

Do you remember sending a telegram about this time?—I must see the telegram.

Did you send a telegram?—It may have been an Indian Christmas and I may have sent a telegram. I don't want to keep it in my stomach. I want to open out everything.

I wish you would.—Yes.

You used to go to Moosa's office often?—Yes.

Sometimes as often as ten times a day?—I did not put down in my book whether I went ten times a day or not. Sometimes I went ten times, sometimes nine times, sometimes eight times.

Did you go during business hours?—I could not go in the night-time. It was not open in the night-time.

You used to see a lot of goods there which you saw afterwards at Lemmer's?—Yes, I saw silk, I saw chiffon and I saw fannel which no other shop in the Colony had, neither a Chinaman nor an English shop.

Are you prepared to swear that these goods belonged to Moosa?—Yes.

After further cross-examination and further evidence having been taken, the case was adjourned.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SIR JOHN JORDAN.

BRITISH MINISTER INDISPOSED.

[By courtesy of the "Sheung Po."] Peking, 30th January.

Owing to the indisposition of Sir John Jordan all negotiations with the British Legation are, for the present, temporarily suspended.

THE NEW COMET.

IMPERIAL ASTRONOMER'S OBSERVATION.

[By courtesy of the "Sheung Po."] Peking, 30th January.

The Imperial astronomer reports the appearance of a new comet.

PRINCE SHUN.

RETURN TO PEKING.

[By courtesy of the "Sheung Po."] Peking, 30th January.

Prince Shun, the returning Naval Commissioner, arrived at Chang-chun on 29th inst. at 9 a.m. and left at 10 a.m. by train for Fengtien.

Prince Shun arrived at Peking on the afternoon of the 30th. His Highness was met by the representatives of the various Provinces who presented him with address in which they requested him to render them assistance in carrying out their mission to a successful issue.

NATIONAL DEBTS REDEMPTION.

AMERICAN GENEROSITY.

[By courtesy of the "Sheung Po."] Peking, 30th January.

H.E. Cheung Yam-tong, Chinese Minister to Washington, has telegraphed to the Central Government advising that the United States Government proposes to waive a quarter of the balance of the Boxer indemnity in view of the project that has been initiated for the redemption of China's national debts.

CONSTITUTIONAL GOVERNMENT.

OPINIONS AT VARIANCE.

[By courtesy of the "Sheung Po."] Peking, 30th January.

The representatives of the various Provinces now at the capital had an interview with Prince Chun, but His Highness was averse to shortening the period for granting Constitutional Government.

At the interview with Princes To and Long Their Highnesses expressed themselves as in favour of reducing the period for inaugurating a parliament; they fear, however, that the Grand Council might place obstacles in the way.

Later.

The Central Government has wired to all the Viceroy and Governors asking for their views on the question and will be guided in their adoption by the views of the majority.

EMPRESS DOWAGER.

REMOVING TO WESTERN PALACE.

[By courtesy of the "Sheung Po."] Peking, 30th January.

The Empress Dowager has decided to remove to the Western Palace in the spring, but the Prince Regent has begged of her to defer her date of removal.

RETURN of visitors to the City Hall Library and Museum for the week ending the 30th January, 1910—

Non-Chinese	409
Chinese	257
Total	666

Tung Wa Hospital.

A YEAR'S STEWARDSHIP.

MR. SIN TAK-FAN'S REPORT TO THE GOVERNOR.

A deputation consisting of the retiring and newly elected directors of the Tung Wa Hospital waited upon His Excellency the Governor at Government House this morning. There were present—the Hon. Mr. A. W. Brewin, Registrar General, Captain Taylor, A.D.C., Mr. Sin Tak Fan, ex-president, and Mr. Lau Chu Pak, new president, of the Tung Wa, and Messrs. Lau Pan Chiu, Ho Ngok Lau, Chan Yut Ngan, Lo Sut Po, Li Sui Kam and other directors, when Mr. Sin Tak Fan addressed His Excellency as follows:—May it please Your Excellency, I and my colleagues have come before you this morning as the retiring directors of the Tung Wa Hospital to take formal leave of you and to introduce to you the new directors. During the period under our management the hospital underwent some considerable changes. New plague wards have been built on the northern side of the hospital which Your Excellency was kind enough to declare open recently. In addition a new building has been erected over the kitchen of the hospital for the proper accommodation of the clerical staff who hitherto had three beds placed at the back of the office which, by the removal of these beds, has been extended to an appreciable extent and has much improved its appearance. All the wards occupied by the patients have been properly lighted, cleaned, painted and whitewashed and a waiting room has been provided for casual patients. In short, the whole hospital has been thoroughly overhauled. Some repairs were considered necessary to be done to the new hospital on the other side of the street, but the directors deemed it advisable to wait till the new plague wards had been built when some of the patients could be removed there, and I believe such repairs are now being done. During the period under review there were

3,915 in-patients	1,244 out-patients	2,671 discharged	1,440 dead
1,000 in-patients	5,532 out-patients	2,607 discharged	1,450 dead

in the 11 months preceding. The total expenditure was \$115,420.41 and income \$151,174.19 including subscriptions for the proposed smallpox hospital, thus leaving a balance of \$35,648.76 carried forward for this year. A statement of account has already been submitted to Your Excellency in which you will notice that there was a heavy expenditure in medicine which was principally caused by the extraordinary increase of out-patients to the extent of 123,148 just mentioned. These out-patients received treatment and medicine free of charge. The hospital used to purchase, manufacture and sell medicine and eight men were engaged for the apothecary department and as the management had always been considered unsatisfactory the directors decided to invite tenders to supply medicine with the result that out of three tenders the one from Mr. Chan Kang Yu was accepted and an agreement was entered into for one year. The whole staff of eight men was dismissed and one man was engaged to examine the medicine so supplied and to make out the accounts once in every ten days. This system is, in my opinion, unimpeachable inasmuch as it allows the exact amount expended and the quantity of every kind of medicine supplied. It is easier to exercise control over one man than eight men, and if this one man is not doing his duty he can be easily superseded. The man was recommended by one of the medicine shops in this Colony, and was a stranger and had no connections with any of the directors. By this new system all abuses—real or imaginary—have been removed and no one can now possibly obtain medicine without paying for same. The hospital is a charitable institution and always extends a helping hand to people who have been shipwrecked or kidnapped by indigent distressed. In recent years, however, the hospital also paid the expenses for the repatriation of rejected emigrants. In our first interview with the Acting Registrar General Mr. Irving, I called his attention to the injustice done to the hospital and pointed out to him that those responsible for bringing these emigrants to this Colony should be made to pay their expenses home and my request had the desired effect, and the hospital has been thus saved about \$1,000 a year. Some years ago it was considered necessary as well as more convenient that the Chinese should have a small-pox hospital under the management of native doctors subject to Government supervision and a site was granted in Mount Davis for the purpose, but when we took over management we only had a paltry sum of \$400 handed over to us, so we had practically no money wherewith to build this hospital and the plague wards just referred to. Fortunately, however, we found a subscription list had been already started with Mr. Ho Kow Tong at the head with a magnificent donation of \$1,000 and we consequently went round soliciting further subscriptions and succeeded in collecting about \$68,000 including a sum of \$3,600 subscribed by the Japanese merchants trading in this Colony. The site granted in Mount Davis was found unsuitable and an application was made to the Government for another site and eventually Your Excellency was graciously pleased to allow the infectious disease hospital at Kennedy Town belonging to the Tung Wa to be altered and used as a small-pox hospital; this concession which has hitherto been denied to the directors has more endeared Your Excellency to your Chinese subjects and has been the means of saving nearly the whole sum so subscribed except about \$10,000 for the necessary alterations which are now being done. In September last and some directors visited the Kallungwan cemetery and found everything there topsyturvy and upon our application the cemetery has since been put under Government supervision. The Man Mo Temple is by Ordinance under the management of the directors of the Tung Wa and the whole temple has also been cleaned, painted

and whitewashed during our time. The Man Mo Temple maintains 8 free schools with about 30 boys in each. According to usual practice all the boys who failed to pass their annual examination were dismissed and new boys admitted by drawing lots. It was often the case to find the dismissed boys among the new ones. We considered this practice undesirable as it is not reasonable to expect all the boys to pass their examination after only one year's study and such practice has since been put an end to and all the boys are allowed to remain. I think I have taken up a good deal of valuable time, and I would like to conclude by saying that, although we have not done anything extraordinary for the benefit of the hospital, yet my colleagues and I have done our duty conscientiously without fear or favour and I am glad that we have handed over the management to new directors who are all men of intelligence, occupying important commercial positions in this Colony, and with Mr. Lau Chu Pak as their chairman who, being so well known to Your Excellency, it is not necessary for me to say anything on his behalf, but I feel sure that they will uphold the traditions of the hospital and do their utmost for its welfare.

His Excellency, in reply, eulogized Mr. Sin Tak Fan and his colleagues for the good work and progress they had done to the hospital during their tenure of office and said he was always pleased with the management and organization of the hospital and he wished Mr. Lau Chu Pak and the directors every success in their undertaking.

Mr. Lau Chu Pak thanked His Excellency for his kindness in according them the reception and said that in the hospital there was plenty work to do and much room for improvement and that he and his colleagues would endeavour to perform their duties in a manner that would merit the approval of the Government and the Chinese public.

The deputation then withdrew.

BALLOON ASCENT IN HONGKONG.

PARACHUTIST DROPS IN THE HARBOUR.

IMMENSE CROWDS.

It is some years ago now since a balloon ascent was witnessed in Hongkong, the last example of such aerial flight having been given by the renowned aeronaut Captain Spencer. On Saturday afternoon last another ascent with parachute descent took place under the auspices of Mr. Baldwin, an aeronaut who has also gained a world-wide reputation. The event had been billed for a week ago and an enormous crowd of people gathered for the occasion, but inclement weather prevented the figure from being brought off then and it had to be postponed till Saturday.

This time the place of ascent was the vacant ground at Kowloon Point adjoining Holy's Godown. Great interest was evinced in the event by the public generally, and long before the advertised hour—half-past-four o'clock—all the points of vantage afforded by the uphills of Kowloon, and the Praya on the Hongkong side, were simply crowded with spectators, both European and Chinese. Altogether, some 20,000 to 30,000 spectators must have congregated on either side of the Harbour to witness the ascent.

The enclosure itself was crowded with spectators anxious to see the inflation of the balloon at close quarters. This was done by means of a

FORCED DRAUGHT FURNACE about 15 feet long (fed by wood and oil fuel), ending in an upright funnel to which the mouth of the balloon was securely tied. As the furnace blazed up, the hot air created was driven through the shaft into the silken bag, which gradually became inflated until it assumed the proportions of a huge pear.

A catastrophe was narrowly averted just as the balloon had attained sufficient dimensions to be ready to be detached from the furnace, for so great was the forced draught that the flames were driven right into the funnel and the loose silk at the mouth of the balloon took fire. This was quickly extinguished, however, and the balloon was cut away just in time.

Attached to the balloon by a long rope was the parachute and, at some distance below, the parachutist, Mr. Ivy Baldwin, sat in a suspended ring with the rope of the huge umbrella fastened to his belt. On the signal being given to let go the balloon shot straight up—there being hardly a breath of air stirring to divert its almost perpendicular course, and its flight was eagerly watched by thousands of eyes below. Upon its attaining a height of something like

2,000 FEET, in a calculated time of two minutes, the signal gun was fired to notify the aeronaut to let go, but this he failed to hear apparently, and it was not until a second gun had gone that he was seen to commence his descent. As he parted company with the balloon, the aeronaut appeared to swing away from the balloon, but almost instantly the parachute opened out and with it began to fall steadily.

The descent occupied between three or four minutes and was almost straight downwards. It was once apparent that Mr. Baldwin's fall would be into the Harbour and so it turned out, for he struck the water 300 or 400 yards from the godowns and was picked up unhurt by one of the numerous launches hovering about.

As for the balloon, when left to itself it began to show a tilt on the top and gradually as it tumbled upside down the smoke which had entered along with the hot air escaped in black clouds. Bit by bit its bulk lessened in size until it came down into the Harbour also like a diving kite. It was brought ashore by a convenient launch.

ONE reason given for recently increasing the capital of the Royal Dutch Petroleum Co. is the brisk trade in benzine carried on by that concern and its allied companies in the Far East. Benzine finds an ever-increasing demand in Europe, to meet which money is required to store, carry, and distribute the article on a large scale in many countries.

Today's Advertisements.

WANTED.

PIANIST also VIOLIN PLAYER.

Apply—

ROYAL NAVAL CANTEN, between 9 and 11 a.m., 1st Feb., 1910. Hongkong, 31st January, 1910. [148]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE," will be despatched for the above Ports on TUESDAY, the 8th March, 1910. For Freight or Passage, apply to ARNHOLD, KARBEPP & CO., General Agents. Hongkong, 31st January, 1910. [149]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 31st January, 1910. [144]

HONGKONG ORDINANCES.

APPROVED BY THE KING.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—

Ordinance No. 26 of 1909, entitled—An Ordinance to provide for the collection of duties upon Intoxicating Liquors.

Ordinance No. 30 of 1909, entitled—An Ordinance to amend the Liquors Ordinance, 1909.

Ordinance No. 31 of 1909, entitled—An Ordinance to apply a sum not exceeding five million six hundred and twenty-five thousand six hundred and eighty-three dollars to the public service of the year 1910.

Ordinance No. 32 of 1909, entitled—An Ordinance to provide for the periodical inspection of steam boilers and prime movers.

Ordinance No. 33 of 1909, entitled—An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

Ordinance No. 34 of 1909, entitled—An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

Ordinance No. 35 of 1909, entitled—An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as recreation grounds, and to provide for regulations as to the use thereof.

Ordinance No. 36 of 1909, entitled—An Ordinance to amend the Public Places Regulation Ordinance, 1870.

Ordinance No. 37 of 1909, entitled—An Ordinance to amend the Chinese Extradition Ordinance, 1889.

Events Coming.

Tuesday, 1st February.

Sanitary Board Meeting, 3.45 p.m.
Organ Recital, at St. John Cathedral, 5.30 p.m.

Wednesday, 2nd February.

Queen's College prize distribution by His Excellency the Governor, at noon.

Thursday, 3rd February.

Hughes and Hough, auction sale of furniture, 2.30 p.m.

Friday, 4th February.

Opening of new premises of the Institution of Engineers and Shipbuilders of Hongkong, by His Excellency the Governor.

Saturday, 5th February.

China Provident Loan and Mortgage Co., Ltd., Annual Meeting, St. George's Building, 11.30 a.m.

Hongkong Volunteer Corps, Gascoigne Shield Competition, at Tai Hang Range, 2.30 p.m.

Sunday, 6th February.

Lusitano Recreation Club, Walking Competition.

Monday, 7th February.

The Kowloon Land and Building Co., Ltd., Annual Meeting, at the Company's office, Victoria Building, 12 o'clock.

Tuesday, 8th February.

Hongkong, Canton and Macao Steamboat Co., Ltd., at Company's Office, Hotel Manilla, noon.

Humphreys, Estate and Finance Company, Ltd., Annual Meeting, Alexandra Buildings, noon.

Saturday, 12th February.

Voluntary Smoking Concert, 9 p.m.

Saturday, 19th February.

Hongkong and Shanghai Banking Corporation, Half-Yearly Meeting, at the City Hall, Noon.

Saturday, 26th February.

National Bank of China Limited, Extraordinary General Meeting, 12.30 p.m.

Today's Advertisements.

WANTED.

A JUNIOR EUROPEAN CLERK.

Apply—

"CLERK," Care of "Daily Press" Office. Hongkong, 31st January, 1910. [147]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR," Capt. A. Stewart, will be despatched for the above Ports on THURSDAY, the 3rd February, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 31st January, 1910. [146]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE," Captain R. L. Daniel, R.M.S., will be despatched at about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 31st January, 1910. [145]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 4th February, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF

MISCELLANEOUS ARTICLES, Comprising:—

MUSICAL INSTRUMENTS, UMBRELLAS, PICTURES, DRAWING INSTRUMENTS, DRESSING CASES, ELECTRICAL INSTRUMENTS, RACE GLASSES, SEXTANTS, MASSAGE BATTERIES, HATS, WHITE SHIRTS, ENGLISH SILK TAPESTRY; ALSO

A quantity of ENGLISH JEWELRY part of consignment that arrived too late for X-mas Trade comprising:—GOLD and SILVER WATCHES, DIAMOND RINGS, GOLD-MOUNTED UMBRELLAS and STICKS, SCARF PINS, NECK CHAINS, FISH KNIVES and FORKS, ANTIQUE SILVER and FANCY GOODS, &c., &c.,

AND A number of LOOSE DIAMONDS. Catalogues will be issued.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 31st January, 1910. [150]

SALON-CINEMA THEATRE,

(WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF THE

FAMOUS COMEDIENNE

HAPPY NELLIE MARSHALL.

Miss ADA KING

AND

Miss RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE. DAILY CHANGE

OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 29th January, 1910. [150]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY.

LONDON.

Winfred in Tins of 50	\$0.50
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" " Packets of 20	0.20
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Chief Whip in Tins of 50	0.60
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Splendo in Tins of 50	1.60
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" " " 100	8.00
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" " " 20	0.65
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No. 555 in Tins of 50	0.60
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No. 999 " "	1.20
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Turkish Leaf No. 1 in Tins of 50	1.60
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" " " 100	8.00
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Quo Vadis in Tins of 100	8.00
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Winfred Navy Cut Tobacco in 1 1/2 Tins	0.40
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These delicious high-class Cigarettes are recognized as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD.

WINE MERCHANTS,

Telephone 155. Hongkong, 29th January, 1910. 15, Queen's Road.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	
"MONTEAGLE" TUESDAY, MAY 24TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 21 days. 1st Class, via New York, 22 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 24 days. Via New York 25 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake's Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

For	Steamship	On
SAIGON	AMARA	TUESDAY, 1st Feb., Daylight.
SHANGHAI	WAISHING	WEDNESDAY, 2nd Feb., 4 P.M.
SHANGHAI, KOBE & MOJI	LOUNGSAN	FRIDAY, 4th Feb., 4 P.M.
SHANGHAI, KOBE & MOJI	YUEN-SANG	FRIDAY, 11th Feb., Noon.
SHANGHAI, KOBE & MOJI	YUEN-SANG	FRIDAY, 11th Feb., 4 P.M.
SHANGHAI, KOBE & MOJI	YUEN-SANG	WEDNESDAY, 16th Feb., Noon.
SHANGHAI, KOBE & MOJI	YUEN-SANG	TUESDAY, 22nd Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of 50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
MANILA	TEAN	1st Feb., 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	TAIYUAN	1st Feb., 4 P.M.
CHEFOO	LIANGCHOW	1st Feb., 4 P.M.
HAIPHONG	SHIGAN	2nd Feb., 10 A.M.
SHANGHAI	LIAN	3rd Feb., 4 P.M.
SHANGHAI	ANHUI	6th Feb., Daylight.
MANILA	TAMING	8th Feb., 3 P.M.
SHANGHAI	CHINEVA	10th Feb., 4 P.M.
SHANGHAI	CHINEVA	13th Feb., Daylight.

MANILA CARNIVAL—5th to 14th FEBRUARY. S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th idem for Hongkong. Special reduced return fare of 50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Linan, Chinkun).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

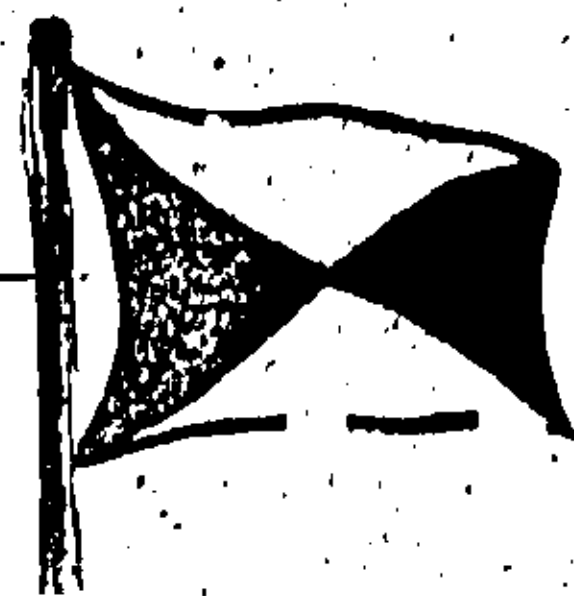
MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 56. Hongkong, 31st January, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	A. Fraser	MANILA	THURSDAY, 3rd Feb., at 5 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 12th Feb., at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers.

Hongkong, 31st January, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS. LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamer

"CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.



OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamer	T. G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. N. Kabayashi	6,175	WEDNESDAY, 23rd Feb., at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto		WEDNESDAY, 23rd March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamer	Leaves
ANPING & TAKAO	"YERIMO MARU" Capt. N. Kabayashi	TUESDAY, 1st Feb., at 5 P.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 2nd Feb., at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOHOOH	"CHOSHUN MARU" Capt. T. Suga	THURSDAY, 3rd Feb., at Daylight.
TAMSIU, SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kiburaki	SUNDAY, 6th Feb., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st January, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"AKI MARU" Capt. K. Homma, Tons 7000 "MIRIHA MARU" Capt. A. E. Moles, Tons 9000 "KAGA MARU" Capt. M. Hagino, Tons 7000	WEDNESDAY, 2nd Feb., at Daylight. WEDNESDAY, 10th Feb., at Daylight. WEDNESDAY, 16th Feb., at Daylight.

VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 3rd March due Yokohama 15th March, connects) ...	"INABA MARU" Capt. R. Takeda, Tons 6500	WEDNESDAY, 16th Feb., From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 3rd March due Yokohama 15th March, connects) ...	"TAMBA MARU" Capt. K. Sato, Tons 6500	WEDNESDAY, 16th March, From YOKOHAMA.
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SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"NIKKO MARU" Capt. M. Yagi, Tons 6000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	THURSDAY, 17th Feb., at Noon. FRIDAY, 18th March, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winkler, Tons 6000	WEDNESDAY, 16th Feb., at Noon.
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KOBE and YOKOHAMA	"KANAGAWA MARU" Capt. J. Nagao, Tons 6500	SATURDAY, 5th Feb., at Daylight.
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MOJI, KOBE & YOKOHAMA	"TAMBA MARU" Capt. K. Sato, Tons 7000	THURSDAY, 3rd Feb., at Noon.
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SHANGHAI, MOJI AND KOBE	"HINGO MARU" Capt. G. C. Hurry, Tons 6500	SATURDAY, 8th February.
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BOMBAY, Via SINGAPORE AND COLOMBO	"OYLOH MARU" Capt. Fred Pys, Tons 6000	TUESDAY, 8th February.
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Fitted with new System of wireless telegraphy. (Cargo only. * Carries deck passengers.)

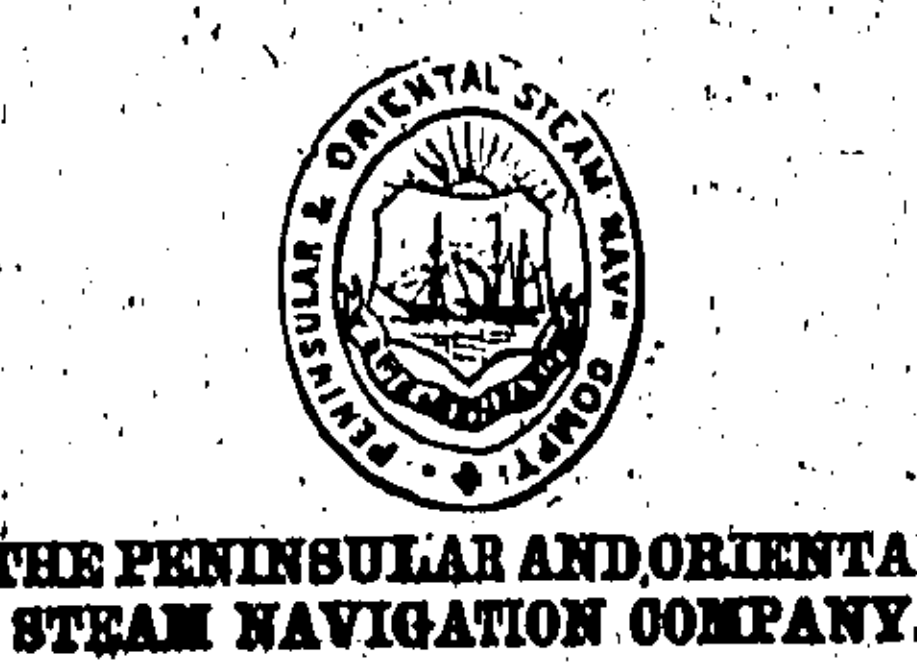
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this BOMBAY, &c., on SATURDAY, the 5th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Munda", 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Caledonia", due in London on 18th March, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th January, 1910.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"

Captain Guionnet, will be despatched for the above Ports TO-MORROW, the 1st Feb., at 5 P.M.

For Freight or Passage, apply to

F. THOMAS, Agent.

Hongkong, 31st January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 17th January, 1910.

STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. R. W. WALKER.

"KWONG SAI" Capt. M. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

" "

For further particulars apply to

P. A. LAFIQUE & CO., Agents at Hongkong.

No. 4 Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. " "

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 17th December, 1909.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain Hood, will be despatched as above on TUESDAY, the 8th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th January, 1910.

HONGKONG—BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast.)

S.S. "MUNCASTER CASTLE" 15th Feb.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 18th January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America, and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceanic 4,657 F. W. Davies 18th Feb.

Kamerlingh 6,333 J. Mathis 19th March

Aymara 4,353 J. Boyd 7th April

Buero 4,657 F. W. Davies 14th May

Oceanic 4,657 F. W. Davies 2nd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 17th January, 1910.

Intimations

YEE SING, No. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND RETAIL DEALERS

In all kinds of hand-made

DRAWN AND EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c., all of the best quality.

Hongkong, 17th December, 1909.

OSMAN & CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

<

SHIPPING AND MAILS

MAILS DUE

TOM WHATKIN

Shipping.

ATTACHED

W. H. & Co.

Instant print

Per *Singan*, from Hoihow—Mr. H. C. Can
ning.

and Mrs. Pouyer, Messrs. Pouyer, Bouchard, Mastely, Malfail, Windegg, Gilbert, Mrs. Moisson, Messrs. Legoff, Padilla, Carbin, Le Guibon and Molton.

Str. Taiwan, from Saigon :—Strong N.E. winds and high sea early part passage, fine latter part.

Cebu 4th Jan., Ballast.—Barretto & Co.
Glenfalloch, Br 11, 1,434, J. Mason, 28th Jan.
—Singapore via Hoibow 20th Jan., and
Hoibow 17th, Gen.—Joo Teck Sing.

Bangkok 16th Jan., Gen.—B & S.
Pakhoi, Br. s. 1, 1877, Gibbs, 22nd Jan.,—
Canton 21st Jan., Gen.—B. & S.
Phrapang, Ger. 14: 1, 1877, von Mangelshardt

Jan - April 1968 Jan - Apr - O. A. B.

BOOK RETURN

Vladivostok	7	a.m.	30 33	4	56	W	0	C
Nemuro	a.m.	29 07	—	—	W	6	—
Hakodate		"	30 17	—	—	NW	2	—
Fukue		"	30 22	—	—	NW	2	—

Gap Rock ...	"	30.14	—	—	ENE	3	—
Macao.....	"	30.19	66	—	NE	1	C
Wuchow	9 a.m.	30.29	60	—	E	1	C
Holhow	"	—	—	—	—	—	—

Kienkiang.....	"	30.43	29	88	NE	1	c
Shanghai.....	9 a.m.	30.57	28	—	NW	1	b
Gutzlaff	"	30.55	33	100	NNE	1	cm
Sharp Peak...	"	30.50	50	86	E	3	a

Barometer	30.31	30.35
Temperature	60	64
Humidity	54	55

✉ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

[Illegible handwritten notes]

4th Feb., 9 A.M.
Nagasaki, Kobe, Yokohama and Seattle—
Per *Minnesota*, 4th Feb., 10 A.M.
Macao—Per *Sui Tai*, 4th Feb., 1.15 P.M.

Bayly, L. M.
Beadbell, Fleet - Sur-
geon and Mrs.
Bedford, Col. and Mrs.

Kent	crusier, 1st class
King Alfred *	crusier, 1st class
Kinsba	river gunboat ..
Merlin	surveying ship ...
Myrmouth	gunboat, 1st class

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Bombardier	0-00	0-00	0-00	0-00	100	---	---	---	---
Cimenterie	0-00	0-00	0-00	0-00	140	---	---	---	---
Estate	0-00	0-00	0-00	0-00	141	---	---	---	---
Jacquia	0-00	0-00	0-00	0-00	100	---	---	---	---

(*) Flagship of Rear Admiral Richard Foy, Commander, 3rd Fleet, Defense of Japan, Korea

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10-11-68

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$150,000 }	\$2,007,819	{ Interim of £2 for account 1909 @ ex 1/8 = \$12.72 }	4 %	{ \$1,000 sellers London £92.10 }
National Bank of China, Limited	99,925	7	16	{ £4,000 \$40,000 \$400,000 }	\$30,553	\$2 (London 3/6) for 1909	...	\$70 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$250	{ \$1,500,000 \$15,000,000 \$150,000 }	none	\$10 for 1908	7 %	\$145 sales
North China Insurance Company, Limited	10,000	15	15	{ £1,200,000 \$12,000,000 \$120,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 113 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ £1,200,000 \$12,000,000 \$120,000 }	\$1,464,901	{ Final of \$17 making \$47 for 1907 and interim of \$50 for 1908 }	51 %	\$905 buyers
Yankee Insurance Association, Limited	12,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$100,000 }	17,717	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE.								
China Fire Insurance Company	70,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$100,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ £1,500,000 \$15,000,000 \$150,000 }	\$268,711	\$27 for 1907	7 1/2 %	\$365 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$15	{ £7,000 \$70,000 \$700,000 }	\$1,015	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ £10,000 \$100,000 \$1,000,000 }	Nil.	24 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ £10,000 \$100,000 \$1,000,000 }	\$21,170	Interim of \$1 1/4 for account 1909	7 1/2 %	\$32 sellers
Kato China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	{ £10,000 \$100,000 \$1,000,000 }	\$13,755	{ 6/- for 1907 on Preference shares only @ ex 1/8 11/16 = \$3.154 }	...	\$63
Do. (Deferred)	60,000	15	15	{ £10,000 \$100,000 \$1,000,000 }	\$13,755	{ Final of 2/- for 1908 and interim of 1/- for 1909 }	...	67/-
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$61,817	{ \$1.00 for year ending 10.4.1909 \$1.50 for year ending 10.4.1909 }	4 % 3 1/2 %	\$26 buyers \$14
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$2,121			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Dr. \$5,838	\$5 for year ending 31.12.08	3 1/2 %	\$158
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Dr. \$135,891	\$5 for 1897	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 6.02	Tls. 10 for year ending 31.12.09	...	Tls. 420 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ £1,000,000 \$10,000,000 \$100,000,000 }	43	Final of 1/6 making 3/- for 1909	7 %	Tls. 171 buyers
Headwaters Mining Company	60,000	10	10	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	First year	...	Tls. 104
Kauchoo Gold Mining Company, Limited	150,000	1	1	{ £1,000,000 \$10,000,000 \$100,000,000 }	Dr. £2,191	No. 12 of 1/- = 12 cents	...	\$51 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$100,000,000 }	Dr. \$1,411	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$30,101	None	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$345,162	Interim of \$1 1/4 for account 1909	...	\$54 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 6.26	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 82 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 1	Tls. 100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 126 b.
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 106 sales
Central Stores, Limited	50,123	\$15	\$15	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$25	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$19,272	{ Interim of \$2.40 on old and 40 cents on new shares for account 1909 }	...	\$51 new buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$5	\$1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$29,475	Interim of 3/- for account 1909	6 1/2 %	\$98 1/2 div.
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$5,486	60 cents for 1908	7 1/2 %	\$71 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$278	\$1 1/4 for 1908	5 %	\$28 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 144,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 117 1/2
West Point Building Company, Limited	12,500	\$50	\$50	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$1,968	Interim of 12 for account 1909	8 1/2 %	\$42 1/2 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 131 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$9,553	5 cents for year ending 31.7.08	...	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 8,372	Tls. 7 1/4 for year ending 31.3.09	...	Tls. 63
Lau-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 80
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 15,911	Tls. 5 1/2 for 1906	...	Tls. 400
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,000,000 \$10,000,000 \$100,000,000 }	£48	15 % per share for 1908	10 %	\$10
China-Burma Company, Limited	60,000	\$12	\$12	{ £1,000,000 \$10,000,000 \$100,000,000 }	£48	\$1.20 for 1908	...	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$61,138	50 cents for year ended 28.2.06	...	\$6 buyers
Do. Do. special shares	10,000	\$1	\$1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$1,407	80 cents for 1908	8 1/2 %	\$9.35 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$1,407	\$1.10 for year ending 31.7.09	8 1/2 %	\$16 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$1,891	Interim of 35 cents for account 1909	10 %	\$7.10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$3,756	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$5,000	\$1 and bonus 20 cts. for year ending 29.1.09	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$5,195	Interim of \$2 for account 1909	10 %	\$175 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$7,616	Interim of \$1 for account 1909	8 1/2 %	\$122 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$8,790	{ Final of Tls. 1 1/4 and bonus of Tls. 7 1/4 for 1909 }	...	Tls. 1,035
Manitowong & Co., Ltd.	25,000	Gs. 100	Gs. 100	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 316,682	80 cents on fully paid share, and 8 cents on \$1 paid shares for year ending 30.4.09	6 % 3 %	\$13 1/2 \$1.40
Peak Tramways Company, Limited	25,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$2,204	None	...	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	Ps. 18,640			
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ £1,000,000 \$10,000,000 \$100,000,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 145 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$100,000,000 }	Dr. \$56,602	None	...	\$23 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$63	40 cents for year ending 31.5.09	7 %	\$4 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$172	60 cents for year ending 31.12.01	5 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$46,000	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson (L.S.) & Co., Limited	90,000	\$1 1/2	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7
William Powell, Limited	15,000	\$7	\$7	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$782	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	...	\$3 sellers
RUBBERS.								
Allagar Rubber Estates	750,000	2 1/2	2 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	None	...	5 1/2 buyers
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	Interim of 12 1/2 % for account 1909	...	23/-
Balgonia Rubber Estate, Limited	20,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$7,400	4 1/2 % interim for 1909	...	\$80 buyers
Castledale Rubber Estate, Limited	32,550	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	2 1/2 for 1909	...	\$10 1/2 ex div.
Damansara (Selangor) Rubber Co.	110,170	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	£2,220	None	...	\$5 1/2
Golconda Malay Rubber Co.	80,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	None	...	\$9 1/2
Highland & Lowland Para Rubber Co. (fully paid)	181,454	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	£8,784	7 1/2 % and interim for 1909	...	nominal
do. do. (contributory)	123,546	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none		...	5/9
Kamuning (Perak) Rubber Tin & Co.	950,000	2 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none		...	nominal
do. do. A Shares	105,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none		...	130/-
do. do. B Shares	105,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none		...	30/-
Kuala Lumpur Rubber Co., Limited	180,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	1,800	20 % for year ending 30.6.08	...	130/-
Linggi Plantations, Limited (ordinary)	900,000	2 1/2	2 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	Interim of 40 % = 9d. for account 1909	...	nominal
do. do. (7 1/2 % pref.)	10,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	£4,000		...	130/-
Leedbury Rubber Estates, Limited	6,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	None	...	57/6
do. do. (contributory)	40,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	None	...	30/-
Sagga Rubber Company, Limited	20,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	Interim of 60 % for 1909	...	130/-
Sandycroft Rubber Company	50,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	\$1,275	None	...	\$25 sales
Sekong Rubber Company, Limited	50,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	3 % for 1908	...	25/-
Shelford Rubber Estate, Limited	65,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	£836	None	...	\$43 1/2
Singapore & Johore Rubber Company, Limited	25,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	None	...	70/-
Sungei Choh Rubber Estate Company, Limited	45,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	none	7 1/2 % interim for 1909	...	107/6
Sungei Kepar Rubber Company	110,000	1 1/2	1 1/2	{ £1,000,000 \$10,000,000 \$100,000,000 }	£3,448			

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Intimations

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